

## Panama Canal Regulations

## § 121.55

(b) All scupper, sanitary, and other similar discharges which lead through the ship's hull shall be fitted with efficient means for preventing the ingress of water in the event of a fracture of such pipes. The requirements of this paragraph do not apply to the discharges in the machinery space connected with the main and auxiliary engines, pumps, etc.

(c) The outboard shaft or shafts on every ocean or coastwise vessel shall be drawn for examination at least once every 3 years: Provided, that when it is shown that a vessel has had a long period of lay-up the Marine Safety Unit may grant an extension equal to the time the vessel has been out of commission, but in no case shall the extension exceed 1 year.

(d) Where the propelling machinery is located amidships the afterbearing shall be rebushed when it is worn down to  $\frac{1}{4}$  inch clearance for shafts of 9 inches or less in diameter,  $\frac{3}{16}$  inch clearance for shafts exceeding 9 inches but not exceeding 12 inches in diameter, and  $\frac{3}{8}$  inch clearance for shafts exceeding 12 inches diameter. Where the propelling machinery is located aft the maximum clearance shall be one grade ( $\frac{1}{16}$  inch) less than the above clearance.

[31 FR 12316, Sept. 16, 1966, as amended at 54 FR 37328, Sept. 8, 1989]

### § 121.48 Sea chests, sea valves and strainers.

Sea chests, sea valves, and strainers shall be carefully examined by the inspector when the vessel is in drydock, and, if deemed necessary, they shall be opened up for internal examination. This requirement also applies to bilge injection valves. All iron or steel fastenings of sea cocks and valves to the shell plating shall be examined and shall be renewed if necessary.

### § 121.49 Pumping arrangements.

The pumps and pumping arrangements, including valves, pipes and strainers, from the several holds, as well as from the engine and boiler spaces shall be examined at each inspection.

### § 121.50 Steering arrangements.

All parts of the steering arrangements, including the gear, quadrants,

blocks, rods, chains, or other transmission gear and brakes shall be carefully examined by the inspector at each inspection.

### § 121.51 Watertight bulkheads and doors.

All watertight bulkheads and watertight doors shall be examined and found or required to be placed in good and efficient condition. Watertight bulkheads shall be tested with a head of water if considered necessary.

### § 121.52 Engine room signal gear.

Signal systems between engine room and pilot house, whether they be telegraph, bell, whistle, telephone, or voice tubes, shall be examined and tested at each inspection.

### § 121.53 Materials, construction, and repairs of boilers and machinery.

Materials used and the methods employed in the construction and repairs of boilers and machinery, and the design of boilers and machinery, shall be in accordance with the marine engineering regulations and material specifications of the U.S. Coast Guard, or the rules for building and classing steel vessels of the American Bureau of Shipping, or other recognized classification society, unless otherwise provided in this part.

### § 121.54 Preparation of boilers for inspection.

It shall be the duty of the chief engineer to have the boilers which are to be inspected filled with water, safety valves secured by clamps or gags, tubes swept, back connections and furnaces cleaned out, and the water in boilers at a temperature of not more than 180° F. for watertube boilers and not more than 100° F. for fire-tube boilers.

### § 121.55 Tests and inspections of new boilers.

All boiler tests and inspections of new boilers shall conform to the standards of the U.S. Coast Guard "Marine